

er spikes, which had been supplied from the mines of Montana, Idaho, Nevada, and California. All the onlookers stood in breathless silence.

"An instant later the silver hammer came down. At each stroke, in all the offices from San Francisco to New York, the sound of the hammer was heard. The continent was now spanned by streams of bright steel bands. It has been said that 'the dream of Columbus of a short route to India had at last been realized.'

"Throughout all the large cities of America the event was celebrated," Alison concluded.

Utah Central Railroad

"I have asked Elizabeth to tell us about the Utah Central Railroad," stated Mr. Madsen.

"The golden spike had scarcely been driven before a Utah company, organized by Brigham Young, broke ground at Ogden for the building of a branch line to Salt Lake City. The road was named the Utah Central Railroad. It was begun on May 17, 1869, and completed on January 10, 1870. Over 15,000 people assembled at Salt Lake to celebrate and to witness the ceremonies in honor of its completion.

"Brigham Young, the president of the company, had the honor of driving the last spike. He did so with a large steel mallet, made of Utah iron at the Public Works in Salt Lake City," she declared.

"Elizabeth, if you will pardon me," Mr. Madsen requested, "I shall add an important point to your report by reading a statement made by Colonel A. B. Carr of the Union Pacific Railroad at the celebration of the completion of the Utah Central Railroad.

The Utah Central is the only line west of the Missouri River that has been built en-

tirely without government subsidies. It has been built wholly with money wrung from soil which, a few years ago, we used to consider a desert, by the strong arms of the men and women who stand before me. Everything in its construction, even the last spike, is the produce of this country.'

Utah's numerous short-line railroads

"Soon after 1870 many companies built short-line steam engine railroads to Utah's numerous mines, smelters, and recreational centers. During the following 30 years over 50 such railroads were operated in Utah.

"Toward the close of the century, a number of electric lines were built in the state. The principal line — the Orem Bamberger — which ran from Payson northward to the end of the state, ceased operating only recently," Mr. Madsen stated.

Union Pacific Railroad system

"Linda will report on the Union Pacific Railroad system," the teacher said.

"Early in 1871 the principal people of the Territory of Utah organized a corporation called the Utah Southern Railroad Company, which by 1879 had completed a line from Salt Lake to Juab. Another company — known as the Utah Southern Extension Railroad — continued the line on from Juab to Frisco, near the Nevada line. Following the completion of this railroad, the three companies merged (1881) into one, which they named the Utah Central

First depot of Utah Central Railroad, Ogden, 1872

Photo — courtesy Bob Edwards



Railway. Frisco remained the southern terminal for years.

"In the meantime the Utah Northern Railroad Company had constructed a track from Ogden to Logan. Later the Union Pacific extended it to the rich mining region of Butte, Montana," stated the teacher.

"About 20 years after the railroad had been completed from Salt Lake to Frisco, a corporation called the Utah and Pacific Railroad Company was created for the purpose of building a railroad from the terminal of the Utah line to Los Angeles. The road was completed in January, 1905. The above-named companies combined together and are today a part of the Union Pacific system.

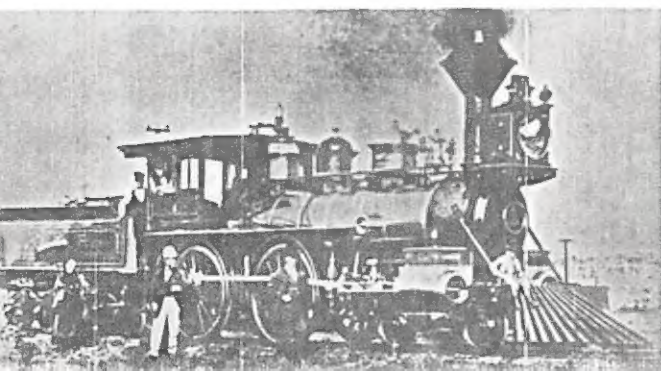
"This system provides through transportation from Chicago to Ogden and from Ogden, by way of Salt Lake, to Los Angeles. A branch line runs from Salt Lake to Provo and on southward, joining the main line at Lynndyl. Also, the Union Pacific has a line running northward from Salt Lake through Ogden into Idaho, with a line extending to Portland (the Oregon Shortline) and another running to Butte, Montana. The company also operates a branch line from Echo Canyon to Park City," Linda reported.

Denver and Rio Grande Western

"Edward has been assigned to tell us about the Denver and Rio Grande

First Union Pacific engine (Black Hawk) to enter Ogden, March 8, 1869, and first engine purchased by Utah Central Railroad.

Photo — courtesy Union Pacific Railroad Co.



Western Railroad system. You're next, Edward," stated Mr. Madsen.

"The Denver and Rio Grande Western Railroad was built from Denver to Salt Lake City in 1878. It ran through Grand and Carbon counties, through Spanish Fork Canyon, and on to Provo and Salt Lake City. Immediately it performed a great service to Utah and to the neighboring states by hauling coal from the rich coal fields of Carbon and Emery counties.

"Soon thereafter it provided railroad facilities to Sanpete and Sevier counties, to the mines in Bingham Canyon, and to the mining districts of Park City and Tintic. This railroad has made an important contribution to the development of mining in Utah.

"At the present time the Denver and Rio Grande Western provides transportation facilities from Chicago to San Francisco by connecting with the Chicago, Burlington and Quincy Railroad in Denver and with the Western Pacific in Salt Lake City. It operates branch lines from Midvale to Bingham Canyon, Lark, and Garfield; from Salt Lake to Park City; and from Provo to Heber.

"This railroad, like the Union Pacific, not only provides the best in transportation facilities for its passengers but also hauls millions of pounds of freight each year. It provides employment for many of our citizens and adds much to the state's economy," reported Edward.

Western Pacific Railroad

"Sharon, your report is next."

"Thank you," Sharon said, as she stood to speak. "I have been assigned to report on the Western Pacific Railroad."

"This railroad is closely related to the Denver and Rio Grande. In fact, they form one system in moving trans-continental traffic from the East through Denver, Salt Lake City, Ogden, and on

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